



FEBRUARY 2019

# The LION

MONTHLY MAGAZINE OF THE PEUGEOT CAR CLUB OF WESTERN AUSTRALIA (INC) [www.pccwa.org.au](http://www.pccwa.org.au)



In memory of Bob Pinkerton

Next Club Meeting	Next Club Event
Tues 12th February Club meeting / Ladies Night	<b>NO EVENT</b>
Tues 12th March Club meeting	Sat 23rd March Supper by the sea
Tues 09th April Club meeting	<b>NO EVENT</b>

## PRESIDENTS PRESSINGS

Welcome to the new year and our first formal meeting for 2019.

The breakfast by the bay in Crawley on the 20th January was attended by 13 hardy souls in spite of the forecast 40 degree plus day. Driving the 404 Jenny and I remained by the water till mid afternoon before venturing home towards the hills - the temperature gauge moved from cool to midway for the first time as we drove from 28 degrees to 40 degrees near home. The new radiator is working a treat.

The Club welcomes two new members - Justine Pinkerton from Capel with the 508 diesel and a 403 sedan beautifully restored by her father; and Robert Taylor and partner Lyn from Jalbarragup (Nannup) with a 403 sedan.

Our thoughts and get well wishes are with Peter Jones who suffered a stroke in January and remains in hospital. Peter is not able to have visitors at the moment so please liaise with Pam regarding his progress.

The Classic Car Show at the Ascot Racecourse is on the 24th March and we have reserved 6 bays for the club. I went to last years event and there were about 600 cars of all vintages on display - a car enthusiasts dream. I'm planning to display the beautiful 504 we recently purchased from the estate of Bob Pinkerton.

Best wishes

Neville Grimson  
President

## THE PEUGEOT CAR CLUB OF WA (INC) MINUTES OF THE MEETING 12<sup>th</sup> FEBRUARY 2019

Meeting opened: 8.00pm.

Members present: As per attendance book.

Apologies: As per attendance book. Brian & Sandra Eyre

Visitors: Nil

Minutes of previous meeting: Acc: By unanimous agreement

Business arising: Nil

Correspondence in: 2 magazines, Membership application from R R Taylor from Nannup. Invoice for post box.

Correspondence out: Nil

Emails: From Keith Hawley wanting to sell a 1994 306 cabriolet. Sent to CMC reserving 6 places at Ascot Car Show.

Treasurers report: Current Balance \$5332.09 30 members. As at 31/1/2019

Merchandise: \$3 Stickers sold

Editors report: Flyer will be sent out. Brian Eyre to be editor.

Social: Supper by the sea 23/3/2019 Anne & Kerry scouting for venues.

Weekend away probably York.

General Business: Peter Jones is in Gairdner Hospital. Can see visitors morning or afternoon. Gordon Hort will be away March April.

Meeting closed at 8.40pm.

## LION TORQUE

Hi Everyone,

Another year of club activities has commenced. It was a very warm welcoming for the members attending the Breakfast at Matilda Bay on Sunday 20th January with the temperature at 39 +deg. Numbers were down a little on previous years, for this reason. Thanks to those that braved the extreme hot day to attend.

Trish & I have had a busy few months over Christmas New Year. We intended coming up for the Breakfast as we had the 404 wagon booked in for some cosmetic painting at K Paz Automotive Spray Painters in Welshpool on the Monday following. An unexpected visit from one of my cousins visiting Busselton prevented us coming up on the Saturday. (the last time my cousin wanted to catch up we were on our way up to Perth for the French Car Festival) It was then a very early start for us on the Monday morning departing at 5.30am to drop the wagon off as arranged around 9.00am then get into the city & catch the bus home to Busselton that afternoon.

On Thursday 31<sup>st</sup> January the wagon was ready to be picked up again. We took the morning bus up to Perth & picked the wagon up at 2.00 pm. It was another stinker of a day 38/39deg in Perth. The return trip home would be a good test for the wagon. Not to worry the temperature never made it to normal running cool with the new recored 504 radiator that is fitted to the wagon.

We are very pleased with the work carried out by Karlson Pasznicki (the owner of K Paz Automotive Spray Painting) ably assisted by his Father Zig. We have know Karlson from a very young age when he attended Peugeot Car Club events when the Pasznicki family were club members in the early days of the club. It was a pleasure to deal with a tradesperson so interested in the older cars. The work carried out was first class & very quick. The colour match was perfect. We can highly recommend Karlson & Zig to our members.

I have since removed the original rocker panels that had slight damage from 50 years of use & refitted new ones (that were also painted by K Paz). I was slightly apprehensive when removing the old panels as to what the condition of the inner body panels may be like. Having restored several 404's over the years rust can be a problem hidden behind the rocker panels. However on the wagon the inner panels were good. With a wash down the panels looked as new, still painted in the dark maroon colour similar to the colour used in the engine bay on the 404 commercials.

I am now in the process of a full rebuild of the original XC6 1618 cc engine. The new set of piston & liners I ordered arrived with the 22mm piston pins & not the 23mm as ordered, so I am waiting for the correct kit to arrive.

I have a new 22 mm piston & liner kit for sale as I already had a new set spare for the 1966 404 sedan.

My next job on the wagon is to replace the rear axle tube slinger seals, rear shock absorbers & hand brake cables. Our plans are to drive the wagon (the Minnibago) to North Qld this year. However we have not planned a departure date yet. Every day is Sunday for us. Retirement is great!!!!!!



Barry Mouritz 403 "Cabriolet project" see story next page

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Barry Mouritz is making much progress on the replica 403 Cabriolet. I call into see Barry most afternoons when on my bike ride. He has fabricated the very complicated hood bows mechanism for the folding roof. I am amazed at his skills. All the parts have been fabricated using photos taken of a cabriolet restored in America.

One problem encountered was with the window winder mechanism, Because the doors had to be lengthened in the cabriolet, the position of the original winder handle had to be moved. Barry had to then modify the arms on the winder mechanism. This presented him with a huge challenge. Eventually Barry decided to fit electric mechanisms to overcome the problem. With the electric mechanism now in place the windows operate perfectly. Another problem solved.

Barry & Tina will be travelling across Australia in "Mollie" that amazing 403 wagon to attend a Peugeot rally in Tasmania. They depart Busselton on 25th of February. On behalf of our members we wish them a very safe journey. Hopefully another an article for The Lion of this adventure. "The Adventures of Mollie"

It is now time for our club memberships to be renewed up until the 30th June 2019. If you have already done so ignore this request. Because of the revised updated constitution, club memberships now run until the 30th June unlike in previous years December. Treasurer Ray Hudson decided it would be better for members to pay up until June 30th & then everyone would renew memberships at the same time. This makes sense & easier for Ray. We have two new members joined up this year.

Great news in that President Neville Grimson & Jenny are the very proud owners of the late Bob Pinkerton's immaculate 1981 Peugeot 504. The 504 will be sharing the garage with Nev's 1968 404 sedan now.

New club member Robert Taylor from Jalbarragup (near Nannup) is making good progress painting his 403 sedan. Because the 403 had been stored for many years it needed to be stripped to bare metal & rust treated. Last photo Rob showed me of the progress it looked as if the body shell was chrome plated. I am sure Rob will do a very good job. May be Rob will forward a photo of the progress for inclusion in The LION. The 403 is still fully road registered.

Our next social event is Supper By the Sea night **Saturday 23<sup>rd</sup> March**. Let us have a good attendance for this event. Weather should be good this time of the year. The following day Sunday 24th is the Shannon's Classic Car Show at Ascot Race Course. May be we can have a few club cars on display again this year.

Seeing we have no social event for February may be you would like to join the French & Fantastic Automobile Club, at Classic Cars & Coffee in the car park at The University of WA from 8.30am then take part in the French Car drive later. The date for this event is Sunday 17th February.

We were all shocked to hear the news that Peter Jones has taken seriously ill when visiting family in Victoria during Christmas, New Year. Peter is now in Charles Gardner Hospital & at present unable to have any visitors. Pam is most grateful for all the members that have contacted her about Peter. Pam will advise us when Peter is well enough to have visitors. For now we send the Jones family our best wishes for a speedy recovery of Peter.

Until Next Month  
Drive Safe & Enjoy It

Kerry Torpy

## **A FASCINATING STORY OF THE 1943 PEUGEOT PLANT ATTACK:**

**A Bold Covert Operation of WW2.** Several times during World War II, Great Britain's Special Operations Executive (SOE) proved that covert operations could be more effective than a direct approach. One of the most effective of these operations was the 1943 attack on a Peugeot factory in occupied France.

### **The Factory at Sochaux**

The French village of Sochaux was home to one of the most impressive industrial facilities in Europe. The Peugeot car factory sprawled across acres of land and employed over 60,000 people. It even had its own power generation facilities, so that if the grid failed elsewhere, production could keep going.

Soon after the fall of France in 1940, the Germans took control of the factory. The Peugeot family would still supervise work, but they would do so in service to the needs of the Nazi regime, churning out tanks and planes.

The Peugeots trod a fine line, trying to keep their staff employed while helping the Vichy and German regimes as little as they could. Low-key sabotage efforts saw six out of every ten vehicles emerge from the factory with faulty clutches.

Still, the factory kept producing large volumes of war material. In the spring of 1943, skilled workers were assigned to build parts for a secret project, the V1 missile. For the British, it was more critical than ever that the plant be taken out of action.

*Right*

*A German crew rolls out a V-1.*



### **The Air Raid**

Responsibility for the job was first given to Chief of the Air Staff, Charles Portal, and his head of Bomber Command, Arthur Harris. They were men who believed in brute force over sophistication, leading to the carpet bombing of German cities. Now they brought a similar plan to the Sochaux problem.

On the night of July 15, 1943, 165 Halifax bombers followed Pathfinder target-marking planes in a bombing raid against the plant. The Pathfinders dropped their flares, the bombers used them to target the factory, and the night was ripped apart by the sound of hundreds of bombs laying waste to the area below.

The pilots came home full of reports of their success. The Peugeot plant had been flattened. They slapped themselves on the back for a job well done. Then came the reports from the ground. The flares had fallen short, drawing the bombers to the wrong targets. Instead of flattening a factory, the Royal Air Force had hit four nearby villages, killing 125 civilians and seriously injuring 250. Only 30 stray bombs had hit the factory, to little effect.

### **A Daring Call**

Fortunately, SOE had another plan in mind.

Earlier in the year, an operative named Harry Ree had parachuted into France. Even by SOE standards, Ree was a curious character. Originally a pacifist, he had taken up arms in response to Germany's treatment of Jews, as his father was half-Jewish.

Forgetful and barely competent with firearms and explosives, Ree only just made it through his training. But he had an incredible ability to empathize with others, which made him invaluable in working with people.

Dropped into occupied Europe in spring 1943, by the time of the air raid, Ree was staying with Resistance members in Besançon, near Sochaux. He watched the air raid from his host's garden and heard about its disastrous aftermath from witnesses. He knew he had to do something better.

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Ree phoned Rodolphe Peugeot, and told him who he was, and explained that they had two choices – sabotage the factory or see more bombing raids and civilian deaths. At first suspicious, Peugeot was persuaded of Ree's identity by a radio message from London. He was reluctant to see his own factory sabotaged, but Ree convinced him that it was the best way to protect local civilians. Once convinced to accept this, Peugeot became an enthusiastic supporter of the mission.



*Members of SOE in southern France in 1944.*

### **Sabotage**

Peugeot provided Ree with plans for the factory and contacts within its staff. Ree took a tour of the plant while in disguise, planning for the attack. Stocks of incendiary devices and limpet mines were parachuted into the region by SOE and stockpiled inside the factory, under the very noses of the Germans.

The attack would be led by Pierre Lucas, as sending Ree in was too risky. The first attempt had to be postponed thanks to an encounter with German guards, who kept the team of factory workers busy with a friendly game of football, unaware of their real reason for being out after hours.

On November 5, Lucas's team made their second attempt. They slipped into the factory after dark, avoided the guards, retrieved the explosives, and waited tensely until eleven at night.

Then they planted the bombs in line with Ree's plan, designed to cause maximum destruction. After nearly an hour's work, they slipped out of a back door, shook hands, and scattered into the night.

Just after midnight, the first explosives went off. People in Sochaux were awakened by a series of staggering explosions that hurled steel doors eighty feet into the air. Fire swept through the wreckage, leaving only blackened ruins.

### **Aftermath**

The attack put the factory out of use for long months and gave SOE the evidence it needed to stop bomber attacks on the area, saving civilian lives. The Peugeots were questioned by the authorities but managed to cast off suspicion against them.

In the days after the attack, Ree and his team kept up a sabotage campaign, attacking further industrial facilities and even destroying replacement parts for the Peugeot plant.

As the Gestapo closed in, Ree was nearly captured. Wounded by a German bullet, he just managed to escape, crossing the border into Switzerland to evade capture.

SOE had proven how much more effective and less costly in lives sabotage was compared with Bomber Command's brute force attacks. Sadly, it was a lesson that Portal, Harris, and their peers were unwilling to learn.

*from warhistoryonline*  
(sent in by Shirley Hall)



## FOR SALE:

“Belchamp Special GP”

This is a front engined, open wheeled style Peugeot racing car of a design concept from the mid 1950s. Comes with licenced custom built trailer.



Race car has current CAMS log book and is fully compliant with requirements for vintage, veteran and regularity racing. Group “L” Race car has comprehensive race history including races at Wanneroo, Phillip Island and Winton.

**Chassis:** hand crafted and incorporates two main rails of 76mm diameter steel tube, fabricated front and rear cross members, central hoop and roll frame.

**Suspension:** remains similar to that used on the 403 sedan, transverse leaf spring and lever action dampers on the front and coil spring with telescopic dampers and panhard rod at the rear. Changes have been made to the springs due to lower kerb weight.

**Engine:** Peugeot 1500cc is tuned to full race specifications with forged pistons, fully balanced crankshaft, full cross flow hemi head fitted with twin 40mm DCOE Weber Carbs and custom exhaust extractor system.

**Gearbox:** is standard four speed C3 with modified selector top.

**Clutch:** is heavy duty 403.

**Differential:** is standard 4.2:1 using worm or hypoid type.

**Brakes:** are 403B units, ventilated for extra cooling.

**Steering:** is standard 403.

**Body:** is hand fabricated from 1.2 mm aluminium in the style of the 1950s G.P cars.

Additional spares available by negotiation.

Expressions of interest - any reasonable offer will be considered.

Contact Justine Pinkerton [Jusjoshjac@gmail.com](mailto:Jusjoshjac@gmail.com)

## PCCWA Annual Matilda Bay Breakfast held on Sunday 20/01/19

This event is traditionally the first event for the club and is usually held on the third weekend of January each year.

The turnout has always been good in previous years but numbers were down to just 13 members attending his year. (maybe due to the forecast of a 40+ degree day)

Those that attended did so by turning up early and taking part in some typical Peugeot banter and bacon and eggs cooked by the Swan River.



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